"General," said Mayor McClellan, slapping the Commissioner on the back as the all of the column swung past the stand. "You've made a good job of it."

"It's bully," said the Secretary of War, good-blamed good." That, variously expressed, was the opin-

ion of the crowd that jammed Broadway to Twenty-third street, filled Twenty-third to Madison avenue, and reached in solid lines up to Fortieth and back along Fifth avenue to Madison Square. Sixteen months of Bingham as head of the force, with consequent upheavals, skakeups, promotions and demotions, made New Yorkers, who always turn out in full force to see the cops on dress parade, very curious to see how the men rould bear themselves.

They wanted to see how the new inspec tors would carry their honors but more especially how some of the old ones would show up unhorsed and tramping behind They got the worth of their time and discomfort watching the old and the new and particularly in applauding the military precision that Bingham and his drill masters have stamped on the force. Good numoredly and perhaps with the inborn sympathy that a crowd always feels for the under dog they whooped it up extra hard for two captains trudging along at the head of their handfuls of men-McLaughlin, late inspector and head of the Detective Bureau, now captain in West Chester, and McClusky, bereft of his blue and gold inspector's cuffs and set down in that house of trouble, the Tender-

A better day to parade for men who have grown stout in the city's service couldn't have been grabbed out of the whole calendar. There was a bright sun to gleam and glisten on the blue and gold; the air was cool and nipping, giving a real zest for marching, and the streets had dried from the cold, wet rain of the night before so that there was good going for men and

Right on the minute, at 10:30 o'clock yesterday morning, Chief Inspector Cortright, sitting his big bay horse at Astor place and Lafayette street, raised his varnished stick and shot out the order, "For-r-rward, march!" Passed on by gold laced inspectors and captains the word ran from Astor place to Bond and into the side streets where the regiments had formed. Horse, foot, bicycle and seagoing cops braced, threw their eyes straight front and took the road to Madison Square. In former years the police parade used to swing northward from Bowling Green, but this year the Commissioner desired to shorten time and considered, for a variety of reasons, that so long a march wasn't desirable. The brokers in the financial district, therefore, were deprived of their pet stunt of dropping long lengths of snaky ape, which used to bother the horses and make them fractious

At the old Sinclair House at Eighth street and Broadway the proud pavement pounders got their first big hand. In front of the hotel, armed with flowers, were a dozen or more girls, in battery formation, awaiting the moment to bombard. Along came Cortright, gray and straight, young Jim Dillon, inspector by grace of Theodore A. Bingham, and his own good record right hind him. There was a merry laug sudden onslaught of girls in pink and white and blue spring gowns and then a shower of carnations and roses upon the inspector and his young chief of staff. At that there was a roar of cheering and laughter that ran up Broadway until the notables on the stand at the Worth Monument caught its eals and know the men were medium good

stand at the Worth Monument caught its echo and knew the men were mading good. Fourteenth street, which has a vast and intimate knowledge of the force, hailed its favorites with cheers and let the others go by in dead silence. It was Billy this, and Tom that, and Con another thing while Fourteenth street from Thomas Sharkey's to Broadway recalled interesting bits of modern police history—some of which was double edged—and handed it out to the inspectors and captains. Union out to the inspectors and captains. Union Square was blocked of course until the motormen and conductors of the trolley cars got tired rubbering at the show and damed their lubber.

cars got tired rubbering at the show and damned their luck.*

All along Broadway business was practically suspended. Men and women struggled for toe holds in doorways, and the windows framed some pretty pictures. The Flatiron was a wedge thrust into a block of solid humanity. Madison Square was overrun with people until the workaday policemen, who tried to look as if they were really happy and couldn't look the part, had to show back the wall of men and women to give the paraders a chance.

At Twenty-third street the column turned to the right and went up Madison avenue

the right and went up Madison avenue Fortieth street like a well oiled machine. to Fortieth street like a well olled machine. From Madison avenue Inspector Cortright led his men through Fortieth street to Fifth avenue and then south to Twenty-nitth, where he brought them up short. There they rested until the bugles sang out the order to advance for the review.

The one reviewing stand was on the west

order to advance for the review.

The one reviewing stand was on the west side of Fifth avenue. In a space in the centre were the Mayor and Mrs. McClellan, Commissioner and Mrs. Bingham, Second Deputy Commissioner Bugher, Third Deputy Commissioner Hanson, First Deputy Arthur J. O'Keeffe and several invited guests, including Admiral Coghlan and Lieut. Hender son. Thomas F. McAvoy, who used to be a police inspector himself and was First Deputy Commissioner under McAdoo; John McCullagh, Chief of Police in Van Wyck's time: Fire Commissioner Lantry, Comptroller Metz, Sheriff Nick Hayes, Secretary of State John S. Whalen and dozens of Tammany chieftains. The Mayor's secretary, Frank M. O'Brien, and Daniel G. Slattery, secretary to the Police Commissioner, under tall tiles, got there a little late—just in time to stand behind their chiefs at the medal presentation ceremony. Their chauffeur got lost in Harlem.

Across Fifth avenue from the stand the men who had gained medals in former years were drawn up—twenty-one of them. They were cheered by the crowd near by, and some of them blushed a little when their names were shouted out.

This year's honor men, a very embarrassed squad who winced under the friendly fire of thousands of pairs of eyes, marched up to the front of the stand and stood at attention directly in front of the Mayor and the Commissioner, who stepped down to decorate them. The Mayor spoke to them

the Commissioner, who stepped down to decorate them. The Mayor spoke to them in turn, merely reading the official record necorate them. The Mayor spoke to them in turn, merely reading the official record of each man's bravery and then presenting the medals. He put the Rhinelander medal on the breast of Patrolman Harry Hoert of the Central Office squad. It was Hoert who, stabbed deeply by a crook he had arrested and stunned by blows from the man's fists, pluckily chased him, tackled him again and got his man. Thomas J. Quilty of the traffic squad got the Isaac Bellanedal for stopping a bad runaway at Broadway and Forty-fifth street last summer. Patrolman Walter MacDonough received the Peter F. Mever medal. MacDonough, in uniform, jumped into the East River at the foot of Market street one day last July, dived thirty feet and brought up a drowning man. Then MacDonough got aloul of the paddle wheel of a steamer, was cut on the head, knocked under water and stunned. He kept his grip on the man's

unned. He kept his grip on the man's and finally got him out. Then the bugles sounded and the march past the stand began. For Inspector Cortright there was a wave of applause.

SOLDIERLIKE POLICE PARADE

FINE SHOWING BY 5,000 OF GEN.
BINGHAM'S MEN.

Cheers for the Yeungsters whe've Been
Elevated and More Cheers for the Old
Timers Whe've Been Reduced—The
Mayor Presents Medals to Honor Men.

The Mayor and his Secretary of War reviewed 5,000 splendidly drilled policemen
yesterday from a gayly decorated stand built under the trees, in Madison Square,
near the Worth Monument.

"General," said Mayor McCl ellan, slap
People seemed more than ever glad to welcome the veteran of whom Gen. Bingham said, "He is my right hand man and too valuable to be retired." They cheered him again and again because he led the parade exactly as he has led it for years past. Cortright rode by eyes right, his baton levelled in salute. The Mayor and the Commissioner, for greater compliment, removed their silk hats. As other commanders of brigades and regiments filed past the Mayor and Commissioner touched their hats in salute.

Then the crowd began to pick out the commissioner touched their hats in salute.

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Then the crowd began to pick out the crowd began to p

mands for Inspector Jim Dillon, the drill master of the department, whose rise has been almost phenomenal.

Right behind marched the traffic regiment, Inspector Max F. Schmittberger, with the guidon of blue and yellow silk carried by an aide in his rear. He led the Bingham Dragoons, lean, hard men on lean, hard horses, all fit, perfectly drilled, soldierly and pleasing to the eye. Time was when Inspector Schmittberger did not grace police parades, but "the Dutchman," as they call him in the department, has squared himself not only with the powers but apparently with the public. They gave him his due of hearty cheering. There were a few cries of "Bon Ton," "Oh you, Schmitty!" and "Hit 'em another crack, Max!" but there was no sting in these things. Of all the detachments, perhaps the traffic policemen, afoot and ahorse, in their regiment of ten companies, with their guidons, their dancing, eager, shining bay horses and their speckless, gleaming accoutrements, found most favor with the crowd.

Inspector John Flood rode in command

coutrements, found most favor with the crowd.

Inspector John Flood rode in command of the First brigade. "He still looks good," was the comment passed along the stand. Then, as the first company went by the man marched past whom the whole crowd was waiting for—Billy McLaughlin, former boss sleuth, reduced to a captaincy and sent up to The Bronx to observe the habits of the bees and ants. He walked at the head of thirty-six bluecosts and he walked with a light step and a cheerful smile. When he got squarely in line with the Mayor and the Commissioner he shot out the order, "Eyes right!" levelled his own glance squarely at the Commissioner and went past erect and soldierly but nonchalantly enough.

There was a roar of applause, The passing of Billy McLaughlin made the big noise of the day along all the line of march. These

ing of Billy McLaughlin made the big noise of the day along all the line of march. These remarks met the ear, right and left, "Well, he may be down, but I'm damned if he's out." "If that wasn't a game piece of work, I never saw one." "Whatever they say about McLaughlin, he's sure got sand in his crop." "He takes his medicine like a his crop.'

man."

Capt. Pat Byrne of the West 125th street station went skipping by like a ballet dancer and the crowd laughed. Miles O'Reilly, now in Mercer street, though long in Brooklyn, had friends in the stand. There was a cheer when Martin Handy, plugging gamely along like a two-year-old, headed his men from Delancey street. Capt. Steve O'Brien, once head of the Detective Bureau and reduced by Bingham from an inspectorship, led the men from the West Thirty-seventh street station.

Suddenly a laugh came romping down the avenue, getting stronger and stronger

Thirty-seventh street station.

Suddenly a laugh came romping down the avenue, "getting stronger and stronger until it exploded in the crowd on the stand. The laugh preceded Capt. Bill Hodgins, Big Bill, once boss of the Tenderloin and now in Macdougal street. The going was bad for the stout captain and he puffed hard. They kidded him.

"Keep at it, Cap. Only a half a block more now. Hold your breath and tighten your waistband. You'll get there yet."

Somebody started up the yell: "Here comes Chesty George. Give him a yell!" The deposed inspector, now captain in the Tenderloin, came along facing the music as gamely as McLaughlin. He led a well drilled, well ordered company—as did McLaughlin, no less a judge than Thomas F. McAvoy picking their companies as among those making the best showing—and Capt. George W. McClusky went by gavly enough, heartened, no doubt, by the welcome sound of cheering voices.

There were more cheers for Capt. Con Hayes, whose address is Stapleton, Staten Island; for John Daly, John J. Lantry, brother of the Fire Commissioner, and for Henry Burfeind, one of the new inspectors. Then the pink coated band of the Fifth Regiment waltzed by to the cheerful music of "You Don't Know Nelly Like I Do," and along came Inspector George F. Titus, the Beau Brummel of the department, four medals gleaming on his newly tailored dress parade coat. Titus always gets the glad hand from the crowd. Maybe it's because he's so pretty.

There was applause for John H. Russell

There was applause for John H. Russell and James F. Thompson, both new inspectors: for Big Harry Graham, Lieut. Bob McNaught, son of the old Bob, and so on to the end of the line, including the "old"

on to the end of the fire, including the old sailors," or the men of the harbor police, and the bike men.

Then came a surprise. The rookies, the raw recruits of the department—men with only thirty days fraining, under Lieut. Henry Breen, gave the crowd an idea of what riot formation is. In a hollow recovery with a postrol wagen containing a square, with a patrol wagon containing a purely supposititious desperado in the cen-tre, the recruits marched before the Mayor and Commissioner and got a big hand.
Troop A and Troop B of the mounted traffic squad whirled back up the avenue and backed their fine bays in a long line, makbacked their fine bays in a long line, making their horses bow to the reviewing officers. They wheeled back into column of fours, went slowly up the avenue and returned at a fast trot. It was beautiful work and got the applause it deserved.

The ten regiments and various detachments wound up below Madison Square, disbanding at a little past 1 o'clook.

GEN. KUROKI AT MOUNT VERNON. He and Vice-Admiral IJuin Place Wreaths on the Tomb of Washington.

WASHINGTON, May 11.-Gen. Baron Kuroki and Vice-Admiral Ijuin visited the tomb of Washington at Mount Vernon to-day and each laid a wreath upon the sarcophagus containing the remains of the first President. The gates of the vault were opened to admit the hero of the Yalu River. His act was profoundly impressive. He bowed low as he entered the sive. He bowed low as he entered the vault, advanced a step and again bowed. Bowing reverentially each few paces, Gen. Kuroki finally placed the wreath and retired bowing. He was followed by Vice-Admiral ljuin, who in a manner quite as impressive placed his wreath beside that of Gen. Kuroki.

The custom of planting a tree on the Mount Vernon estate was not followed on this occasion. Heretofore when a distinguished foreigner visited the Washington plantation he has been asked to plant a tree. The custom was overlooked to-day.

The foreign visitors left Washington at 10:30 o'clock this morning aboard the United 10:30 o'clock this morning aboard the United States yacht Mayflower as the guests of the Secretary of the Navy, Victor H. Metcalf. There were no salutes fired, for so much official dignity was aboard that had the usual honors with gunpowder been paid the Mayflower could not have got away until too late in the day to reach Mount Vernon.

In addition to the Secretary of the Navy and the Japanese officers the Mayflower carried Rear Admiral Davis of the United States Navy and the Spanish Minister, the

carried Rear Admiral Davis of the United States Navy and the Spanish Minister, the Swiss Minister and many other notables.

Gen. Kuroki and the Japanese officers were not in uniform. Each of them had a Mayflower cap ribbon on his hat. Lunch was served aboard the Mayflower on the return trip. The yacht arrived at the navy yard wharf with the returning party at 3:15 this afternoon. Gen. Kuroki and his countrymen went to the gun factory at the navy ard to inspect the work.

countrymen went to the gun factory at the navy yard to inspect the work. Viscountess Aoki, wife of the Ambassador of Japan, was the hostess to-night at one of the best attended receptions of the season, which was given in honor of Gen. Baron Kuroki and Vice-Admiral Ljuin Members of the Cabinet. Justices of the Supreme Court, the diplomatic corps, many prominent officers of the army and navy and in fact all of official Washington was present.

Movements of Naval Vessels. WASHINGTON, May 11.- The cruiser Pennsylvania has arrived at Kobe, the cruiser Washington at New York yard, the gunboat Yorktown at Punta Arenas, Costa Rica, and the gunboat Wilmington at Chinkiang.
The collier Hannibal has sailed from Hampton Roads for the Philippines.

GOVERNOR A GUEST AT DINNER OF THE POLICEMEN.

President Shorts of the Inter-Met There, Too, and Announces That He Is Going to Ask for Rules Which Will Give Sur-

More than 400 members of the Police Department's traffic squad had Gov. Hughes as their guest at a dinner in the grand ballroom of the Waldorf-Astoria last night. The dinner topped off the day's parade for the traffic men.

Dressed in their tight fitting uniforms, each with a red carnation pinned on the front of his jacket, they were a fine looking lot of men and the Governor told them so. The diners, on their part, repaid the compli-ment many fold. They cheered the Governor heartily both when he entered the banquet hall and when he left.

President Theodore P. Shonts of the Interborough-Metropolitan system made the banquet the occasion for announcing that he will soon appeal to the city authorities for new traffic regulations which, if enforced, will, in his opinion, greatly relieve the conditions on the city's surface

The traffic men didn't expect Gov. Hughes until after he had wound up his speech at the Union League Club in Brooklyn, but he surprised them by dropping in early. With the Governor were Commissioner Bingham and the Governor's military secretary, Col. Treadwell. The Commissioner was applauded almost as heartily as the Governor.

Lieut. Thomas E. O'Brien, the toastmaster, introduced Mr. Hughes.

master, introduced Mr. Hughes.

"I am not here," said the Governor, "to make a speech, as I have planned to make one in another place to-night. I came here just to say a few words of appreciation of the work of the traffic squad.

Mr. Hughes said there was a time when he thought the finest example of authority in the world was the London bobby as he raised his white gloved hand and stopped the hundreds of vehicles. But now practically the same thing may be seen in New York.

the hundreds of vehicles. But now practically the same thing may be seen in New York.

"There is no reason," said the Governor, "why the police of New York can't be the best in the world, and I believe that they will be. [Cheers.] I am sure that the Commissioner has that ideal in his heart and the citizens of this city are willing to support anything that will lead to that end. I want every one of you as he patrols his post; alone as he supposes, to remember that every citizen who passes by looks upon you as a representative of Government and relies on you with confidence in your fidelity and honor, and is your friend. I am sure this is the attitude of the people of New York toward the police force."

Commissioner Bingham left with Gov. Hughes to attend the banquet in Brooklyn. Gov. Hughes's speech had been made before the dinner was ended and President Shonts was the first of listed speakers who followed the dinner.

"You can do a great deal toward remedy-

"You can do a great deal toward remedying present conditions," said Mr. Shonts, "and we are entitled to your hearty cooperation. When we have shown our good faith I am confident that you will cooperate with us, and, working together, I am hopeful that we shall bring about a great change for the better."

We are working along certain lines with reasonable prospects of success which when they become operative will put us in a posiand with greater comfort than at present But no matter what type of car is finally adopted as best suited to this city's needs, or how many of them we put in operation or how well they may be manned by effi cient and courteous employees, it will be impossible for us to provide the service the public demands and is entitled to without the cooperation of the city authorities and especially that branch of the city service represented by the traffic squad.

When our plans are finally matured we intend to ask the city authorities to give us the reasonable use of our tracks, especially during the rush hours, and it is here that the traffic squad can be of vital assistance to us and to the people. We will not ask any un-reasonable regulations nor any privileges which we do not possess under our fran-chises, but simply the right to transport the people comfortably and at the speed at which hey are entitled to travel.

No matter how many new subways may be built, the surface lines will always have to take care of local and short distance travel, and this traffic is entitled to every possible consideration. The congestion of our principal streets has reached a stage where, in the interest of the public, their must be a readjustment of the regulations which have prevailed in the past.

President Shonts declared that the hief President Shonts declared that the hief cause of the delays on the surface lines, which are so vexatious alike to the public and the company, is the standing of vehicles along the curbs of the congested streets. Mr. Shonts thought the policemen all appreciated this difficulty, but perhaps did not realize just how serious it is when reduced to figures.

The actual number of vehicles standing on both sides of Broadway between the Battery and Thirty-fourth street at different hours from early in the morning until late in the afternoon by actual count varies from 168 to 281. The distance from the Battery to Thirty-fourth street is about 18,500 feet, from which must be deducted the width of sixty-seven cross streets; so that during the most crowded hours there is one vehicle standing along the curb for each fifty feet of the whole curb distance on both sides. This makes it necessary for all passing vehicles, most of which are slow moving trucks or heavily loaded wagons, to use part or all of our tracks.

Many of the standing vehicles are drawn up along the curb for no particular purpose; they are simply waiting for something to on one of the side streets.

Mr. Shorts said that conditions on West Broadway, which is traversd by two of the company's lines, are even worse than on Broadway There investigations showed as many as eighteen trucks backed up against the curb on one side of the street in a single block. Stretched out one after another these trucks would reach the entire length of the block.

Not only is there no room for other vehicles o pass them on the same side of the street, out they extend out to and block our tracks. In view of these figures you will not prised when I tell you that during the hours when the vehicles are most numerous the average speed of our cars on West Broadway from the Battery to Canal street is only 4.84 miles an hour, while the average speed from Canal street to Fourth street is only 5.41 miles per hour. The corresponding speeds on Broadway during the same hours are 5.5 and 5.9 miles per hour, respectively.

Speaking of the congestion at some of the cross streets, Mr. Shonts said:
"At West Broadway and Canal street the vehicular traffic has amounted to 1,300 vehicles per hour or 23 per minute. The problem of handling this traffic without serious delay to our cars is greatly complicated by the nuisance of standing vehicles."

While these figures are illustrative of the worst conditions with which the surfac the worst conditions with which the surface line company has to deal, there are other obstructions almost as bad all through the downtown district. They caused, however, by these standing vehicles.

We will do our part in trying to see that the 1,000,000 people who use the surface lines every day are transported as comfortably as possible. It seems to me much more important that they should be moved quickly portant that they should be moved quickly than that our tracks should be practically monopolized during the busiest bours by vehicles that are forced on them by other vehicles standing idly along the curb or by slowly moving trucks, which might just as well use some other street, or which in any

THE CALL OF SUMMER



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We offer a unique and attractive assortment of styles that are becoming and suitable for the occasion. Select models in fine linen, organdie, net and lingerie effects; also many

Dainty Creations

in muslin, swiss, lawn and dimity, appropriately trimmed with lace or embroidery. In addition to these we show a fine assortment of accessories to match, including

Millinery, Gloves, Shoes, Hosiery, Stocks & Parasols

60-62 West 23d Street.

event should not be allowed to delay hun dreds of thousands of passengers.
Streets and sidewalks are intended primarily

for the purposes of travel and transporta-tion. This fundamental fact seems to have been lost sight of in the general assumption that the streets may be occupied for almost any other purpose. This assumption, however, has no foundation either in law or justice, and I am confident that my contention, when fairly presented, will appeal to the city authorities and that we will be allowed the reasonable use of our tracks. In accomplishing that end the traffic squad can be of the greatest assistance to us, and I notify you in advance that at the proper time I intend to ask for your cooperation. From what I have heard and seen of the traffic squad I fully expect to receive your hearty cooperation and I am hopeful that through you we will be enabled greatly to improve the service on the surface lines.

President McGowan of the Board of Aldermen said he believed it was time for the city to see to it that every policeman who got a medal of honor received a promotion at the same time.

"I believe he ought to get this promotion," said President McGowan, "even if he cent approximately approximately

tion," said President McGowan, "even if he can't answer some fool question put to him by a civil service board."

Comptroller Metz when it came his turn promised if the traffic men would make McGowan Mayor or Governor next time to get a civil service service commissionership from McGowan and see to it that a medal counted 99 per cent. in every examination. But what Comptroller Metz wanted to see was the adoption of an ordinance which will prevent ten and twelve-year-old boys from driving delivery wagons.

from driving delivery wagons.

Others at the speakers' table were Colgate Hoyt, Deputy Commissioner F. H. Bugher, the Rev. John P. Chidwick, the Rev. John A. Wade, Oren H. Root and Herman Ridder. Mayor McClellan sent bis regrets.

Three inspectors were present, Schmitt-berger, who is in command of the squad, Smith, Titus and Flood. Inspector Titus entered the banquet room shortly after the Governor and the Commissioner, and he got a round of cheers.

H. W. TAFT AT THE WHITE HOUSE. Sees President About Vacancy in U. S Circult Court of Appeals.

WASHINGTON, May 11.—Henry W. Taft of New York, brother of the Secretary of War, called at the White House to-day to see President Roosevelt about filling a prospective vacancy in the United States Circuit Court of Appeals caused by the resignation of Judge Wallace of New York. Three names are under consideration, Judges Holt and Ray, both of United States

giving consideration to the claims of candidates. Those whose qualifications are being examined are: J. Addison Young. District Attorney for Westchester county; F. W. Longfellow, Howard T. Kingbury and Representative William S. Bennet.

CONGRESSMAN WALDO'S CHARGES. Navy Department Disposed to Take Official Notice of Them.

WASHINGTON, May 11.-There is a disposition in the Navy Department to take official notice of the charges made recently by Representative Waldo of Brooklyn that there was incompetence and corruption in the construction of warships under private contracts. Even making due allowance for the fact that Mr. Waldo was speaking before an audience in entire sympathy with his remarks, the Navy Yard Employees'

with his remarks, the Navy Yard Employees' Association, organized for the avowed purpose of securing the construction of battleships in the Government navy yards, and that he probably desired to say something agreeable, the navy officers believe the Waldo speech should receive some attention from the Navy Department.

Some information has already been collected which it is declared refutes Mr. Waldo's charges. Another source of information to the navy authorities is the charge in the despatch from Norfolk alleging that the Louisiana was in a deplorable condition, due to faulty construction. It is admitted that the Louisiana was overhauled under orders from the President, but not to correct any defects in construction. The work was simply with a view of improving the coal arrangement.

Army and Navy Orders. WASHINGTON, May 11.-These army orders were

First Lieut. Charles L. Foster. Assistant Surgeon, from Washington to his station.
Col. John G. D. Knight. Corps of Engineers, from Washington to New York city and relieve Col. Daniel W. Lockwood, Corps of Engineers. Capt. Herbert L. Wigmore, Corps of Engineers, from Philippine Islands to Washington.
First Lieut. Edward B. Vedder, Assistant Surgeon, from San Francisco to Fort Douglas.
First Lieut. Henry E. Pipes, Assistant Surgeon, from San Francisco to Washington Barracks.
Lieut.-Col. Charles G. Ayers to Fourteenth Cavalry.

Lieut.-Col. Charles G. Ayers to Fourteenth Cavalry.

Major Henry T. Allen to Eight Cavalry.
Capt. H. B. Myers to Sixth Cavalry.
First Lieut. Joseph H. Barnard to Fifth Cavalry.
Brig.-Gen. Henry T. Allen. Chief of Philippines
Constabulary, from San Francisco to Washington.
Col. Daniel H. Brush to Twenty-fourth Infantry.
Lieut.-Col. Robert F. Ames to Tweifth Infantry.
Major Henry D. Styer to Twenty-ninth Infantry.
Capt. Oliver S. Eskridge to Eleventh Infantry.
The following officers of the Corps of Engineers
art ransferred from the Third to Second Battalion
of Engineers. First Lieut. Gilbert A. Youngberg.
Second Lieut. Harold S. Hetrick, Second Lieut.
William A. Johnson, Second Lieut, Frederick B.
Downing, Second Lieut, Henry A. Finch and Second Lieut, Frederick E. Humpnreys.
These pavy orders were issued:

These pavy orders were issued:
Lieut. Commander, W. Ball, from the Rhode Island to home.
Lieut, C. A. Gardiner, from the Ohio to the St. Louis. Lieut. W. B. Wells, from the St. Louis to the Rhode Island.



Women's Riding Habits

We inaugurate to-morrow a sale of the most distinctive collection of Women's Riding Habits in

It comprises our entire stock of garments that originally were \$25.00, \$27.50 and \$30.00. We offer them \$10 75 irrespective of their individual cost, at the one lew price of

These habits are the products of one of New York's foremost and most exclusive tailors to women, whose name, on account of the severe underprice, we are requested not to disclose. The styles embodied are decidedly correct and wholly representative of the fashion of aristocracy.

You will instantly recognize the workmanship of a master; the cut, fit and finish are absolutely perfect and every garment is in excellent condition.

The models are tight and loose fitting coats with side, cross and safety saddle skirts, they are made of blue and black cheviots and checked worsteds. With regard to the underpricing, we anticipate closing out the assortment in a remarkably short time, and although the price will be sufficient inducement for your patronage, we desire to caution you as to the advisability of making early selection.

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This superb offering includes choice examples of the 16th Century. HAVING ARRIVED TOO LATE FOR THIS SEASON'S BUSINESS

Messrs. Donchian Brothers

The fine rich weaves, alluring color scale of Ispahan, Herati, Meshed and Kermanshah woven in garden-like beauty of design, in texture like ancient royal velvets for mosque and palace use, are splendidly represented in this collection. But with these are other magnificent weavings so extremely difficult to find that heir names only are known to the majority of Western buyers.

581-A remarkably fine antique silk Sehna Rug from the Shah's own residence. 547 is an Imperial Kermanshah of prohibited design and color, restrained for only imperial use. Its design is the Lotus Blossom, most gracefully conventionalized and wrought out in soft tones of turquoise blue, old ivory and rose, on deep, rich backgrounds, glowing as liquid gems. The Lotus design also inspires the noble borders. This rug is also from the

There are in all 675 lots, among which most unusual sizes may be found EXHIBITION EVERY MORNING AND EVENING THIS WEEK.

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WASHINGTON, May 11.-Secretary Straus of the Department of Commerce and Labor yesterday appointed C. S. Donaldson of the bureau of manufactures to be chief of the consular division, with a salary of \$2,100, to succeed James C. Monaghan, who retired from the Government service over two months ago. Mr. Donaldson became con-

nected with the bureau through the civil service two years ago after over fifteen years in trade journalism North and South. He was promoted as a result of efficient and faithful service. He is from western Peunsylvania.

Catalogues Mailed on Request.

Appointments by the President WASHINGTON, May 11 .- The President to-day announced the following appoint-

Telephone \$67 Gramercy.

Lawrence Y. Sherman, to be a member of the Spanish Treaty Claims Commission, succeeding G. J. Diekems, elected, to Congress from Michigan Charles B. Wilson of Maine, to be Secretary

Charles B. Wilson of Maine, to be Secretary, of Legation at Buenos Ayres.

A. Campbell Turner of Missouri, to be Second Secretary of Legation at Havana. Thomas Ewing Dabney of Louisiana, to be Third Secretary of Legation at Mexico City. John Van A. MacMurray of New Jersey, to be Secretary of Legation and Consul-General at Bangkok, Siam.